

RECORD OF PROCEEDINGS

Minutes of

Meeting

BEAR GRAPHICS 800-325-8094 FORM NO. 10148

Held Thursday, October 14, 2021 20

**CALL TO ORDER:** Mayor Williams called the Riverside, Ohio City Council Work Session to order at 6:01 p.m. at the Riverside Administrative Offices located at 5200 Springfield Street, Suite 100, Riverside, Ohio, 45431.

**ROLL CALL:** Council attendance was as follows: Ms. Campbell, absent; Mr. Denning, present; Mrs. Franklin, present; Ms. Fry, present; Deputy Mayor Lommatzsch, present; Jesse Maxfield, present; and Mayor Williams, present.

Staff present was as follows: Joshua Rauch, City Manager; Chris Lohr, Assistant/Interim City Manager; Kathy Bartlett, Public Service Director; Gary Burkholder, Community Development Director, Tom Garrett, Finance Director, and Katie Lewallen, Clerk of Council.

**PLEDGE OF ALLEGIANCE:** Mayor Williams led the pledge of allegiance.

**EXCUSE ABSENT MEMBERS:** Mr. Denning motioned to excuse Ms. Campbell. Deputy Mayor Lommatzsch seconded the motion. All were in favor. **Motion carried.**

**ADDITIONS OR CORRECTIONS TO AGENDA:** There were no additions or corrections to the agenda.

**APPROVAL OF AGENDA:** Deputy Mayor Lommatzsch motioned to approve the agenda. Mr. Denning seconded the motion. All were in favor. **Motion carried.**

**WORK SESSION ITEMS:**

**I) Montgomery County Transportation District (Phase 4 Harshman/Woodman, Springfield to Airway Project) – Steve Stanley, Executive Director of MCTID**

Ms. Bartlett stated she needed input on two projects: the repair of the Harshman wall, and the realignment and reconstruction of the roadway. The boards show what the alignment will look like and the cross-section. It also has a bikeway for most of the length. She introduced Steve Stanley and Crystal Corbin from the Montgomery County Transportation District. They will discuss what they can offer the Woodman Phase 4, Airway to Springfield Project.

Mr. Stanley stated that he has been the Executive Director of the Montgomery County Transportation District since 2001 when it was formed. They are a local government formed by the county commission. It was created in the mid-1990s under the ORC, not required, but permissive. It was created specifically to help pursue the expedition and financing of large important transportation projects with related infrastructure. He reviewed the history of the creation of the TID.

He stated the type of activity they pursue is in the main line of infrastructure, financing, design and construction, roadways in particular. Activities include: planning/finance, preliminary engineering and design, right-of-way acquisition, quote contracts and supervise construction, and following administration and maintenance. The roles they play in fulfilling any of those project responsibilities vary quite a bit. They have taken the role of advisor/technical resource, project finance – the biggest and most important role they play, project manager, and turn-key project delivery.

He stated that they don't do any work with any local government without a specific written project agreement that memorializes the terms of how the TID will work in the project. TID project involvement always is at the request of another government. Roles and responsibilities of all parties are written into a formal project agreement. Most projects are broken down into two stages. The first is phase one and the process of preliminary design like a piece of roadway until they have enough information on what they are building and how much it will cost. During that phase the TID is helping local government and working with others to figure out the best way to bring other people's money to the table and how to put the infrastructure together. Phase two is determining if the project advances both by the

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local government and by the TID. The resources the TID brings are limited. The ORC gives some special limited powers to the TID. One of those powers is not necessary for the TID to competitively bid any of the construction contracts or service they pull. In a project with federal money, that special power does not come into play. Requirements that accompany someone else's money usually preclude that and is not an important consideration. It becomes important when they participate in large-scale economic development projects. He anticipated the city would be trying to attach federal money to this project. They do have the ability to bring some modest competitive ODOT TID competitive grants that are only available in Ohio to registered transportation improvement districts. The most valuable thing they bring is a focused 'project first' mentality. The city has to do a lot of balancing with other projects. They have a five-member board and are focused on the project and to advance it with the partners that are engaged. They are experienced in doing that.

Mr. Stanley reviewed past Montgomery County TID projects:

- I-70 Interchanges @ Brandt & Old Troy
- Austin Landing
- Austin Interchange
- Union Airpark Boulevard (for P&G)
- Brookville Market Street
- Montgomery County Fairgrounds
- Deeds Point Pedestrian Bridge

Current Projects Include:

- 70/75 Airport Logistics Access (US 40)
- I-675/Wilmington Interchange
- Martindale/Frederick Waterline
- Dog Leg Road/Old Springfield Road (for Amazon)
- Jackson Road
- Peters Pike/Lightner Road

Mr. Stanley stated for Riverside they would assist however the city would like them to. The TID role that makes the most sense would be a full turn-key project delivery. They would engage the engineering firm, work with ODOT and begin the design process while trying to figure out how they help bring some other money to the table. They would ultimately construct it and then turn it over to the city for maintenance though it does not have to be that way. It is the city's choice. They would be engaged in it to figure out how to pay for it. It would likely be a two-phase agreement: phase 1 – design and financing, phase 2 – right-of-way acquisition and construction. They do anticipate federal money being involved in this. It would be a very systematic way to approach this. He listed key issues: coordinating with Wright-Patterson and the Council of Governments, obtaining state and federal dollars for bulk of the construction costs, and enhancing the City's ability to finance local share of roadway construction and maintenance costs. He stated that Riverside already has a very capable service director and they don't have to usurp those powers as they have someone who can do it.

Deputy Mayor Lommatzsch asked how they qualify for state funds as she understands the federal funds portion. Mr. Stanley stated he did not know the answer for that; it is something they would need to figure out to answer. ODOT money can go into a lot of different roadways. It is frequently invested in local roadways. Deputy Mayor Lommatzsch thought it needed to have a state route involved. Mr. Stanley stated he did not think that was the case. He provided an example of the Austin Interchange and relocating Byers Road. It terminated next to where they built one of the ramps, but from the beginning they planned to remove the road to the west as they improved it. Most of the money used was federal.

Mayor Williams asked if he could speak to the type of leverage working with the TID would bring to a project like this from a standpoint of ratios of what the city needs to being to the



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table versus what the TID could help them get access to. Mr. Stanley stated they bring expertise on what makes sense and sells. In this case, they can look at federal money requiring at least a 20% match. Then they look for more than one source to help provide local match or if can they attract federal money faster. A lot is dependent on the specific project.

Mrs. Franklin asked when looking at federal money what is that time line. Mr. Stanley stated with this improvement and starting with no money right now, they are probably looking at four to five years.

Deputy Mayor Lommatzsch asked where the conceptual pictures came from. Ms. Bartlett stated Choice One, but they may not be who is used for the project. It could be a TID decision. Mr. Stanley stated that they would involve staff on that decision. Deputy Mayor Lommatzsch asked what timeline are they talking about putting the package together and the city commitment to dollars. Mr. Stanley stated it depends on how far they expect to go in the initial phase; he could have a budget in 60 days. She asked if it would have a ballpark total and the amount the city would need to have. Mr. Stanley replied they would start with what the city dollars would be on the table to advance the project from where it is now to where they would be able to coherently talk about how much money it would likely cost as they would have enough engineering work done to figure out the dos and don'ts and problems would be. During that time, they would figure out where to pursue dollars.

Ms. Bartlett stated that it sounds like with federal funds on the Harshman wall they are looking at about five years out. CTL does not believe the wall will last five years. When Elne provided numbers, she presented phase one to be done in year one, phase two to be done in year two, and a phase three that would be done in year three. It was noted it would be cheaper to do it up front to save on maintenance of traffic costs. It is \$450,00 to do it all at once or \$525,000 over three years. They have money in the budget to start design of repairing the wall this year, but funds to make repairs would have to come from next year's budget. As far as the TID, they have money in their budget to get them under contract for them to do their work, \$50,000, and \$10,000 for legal, and then \$250,000 would come out of next year's budget for preliminary design by a consultant for a total of \$310,000 to get the new design started. Mayor Williams asked if the \$50,000 is a one-time retention fee or charge for the project for the TID? She stated it may just be the first phase, but she will find out. Mayor Williams stated it would be good for the rest of council to know the annual budgetary charge for their service plus legal fees and design. He asked if that is something they will have to think about consistently for the life of the project. She stated she will get that. She asked to get the okay to go forward for plans for the wall repair. Deputy Mayor Lommatzsch stated that the liability of not fixing the wall is front and center. If someone gets hurt because they have not maintained it could be a big liability for the city. Ms. Bartlett stated there was a shift to the wall during the summer where two sections bowed out due to heat; they aren't stable. Deputy Mayor Lommatzsch stated the liability of the driver doesn't come into play as the city learned that from the islands, which is why they don't have the islands any longer. It was the driver's fault, but they went to court and it ended up costing the city a lot of money. Mr. Lohr stated that next year is going to be challenging as they are anticipating \$1.5 million for existing complications that does not include repairing the wall. That is an important consideration as to what they can accomplish next year. The \$1.5 million is the top of our borrowing.

Ms. Fry asked if this would be coming at them next week. Ms. Bartlett stated she has money in her budget to do the Harshman repair that was planned for in the 2021 budget. She wants to make sure and they want to repair the wall rather than letting it go. Next week, she will have a resolution for the TID for \$310,000, but would only pay \$60,000 this year and \$250,000 next year. She will check if it is only for the first phase. Ms. Fry asked if they were facing getting started on both efforts with the TID resolution next week, but for the wall it is just a verbal. Mrs. Franklin stated that if they take the two dollar amounts for fixing the wall and the TID, they are looking at \$800,000 and she does not agree with having to finance

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any more money since they are at the cap. It will cost more to do the wall in phases in the long run, but she doesn't know what their financial situation could be next year. Ms. Fry agreed. Discussion continued on costs over the three years for repairs. Ms. Fry asked if her planning requires knowing if they are going to do it in phases. Ms. Bartlett replied yes, because it is putting construction drawings together. Mr. Denning stated they are talking about saving \$75,000. If they finance it, will that be less expensive than the \$75,000 if they put it in phases. He asked if they would have more in the budget should the income tax pass. Mayor Williams stated he doesn't feel they could make that decision even if they are optimistic. Mayor Williams and Mr. Maxfield agreed to do it in phases. Discussion continued of the timeline for the wall. Ms. Bartlett stated it will not be too late for an answer on going forward for the wall repair until after November 2. Mr. Garrett stated that most of the income tax is going to payroll for the fire and police departments. There will not be a lot extra should it pass. Ms. Bartlett stated she will move forward with phase one of the wall repairs and the resolution for the TID. Mr. Maxfield asked if she would give them prior to the meeting the cost over the long term with the TID. Ms. Bartlett confirmed she would.

**COUNCIL MEMBER COMMENTS:** Mrs. Franklin welcomed Mr. Rauch to the team.

Mayor Williams thanked Ms. Fry for the work she did this week.

Ms. Fry stated she worked with the Girl Scouts in Riverside as they had three troops come out and paint 22 fire hydrants in a short afternoon. Everyone had a great time. It was a beautiful day and turned out to be a lot of fun. Anyone looking to help paint fire hydrants in a group is a lot of fun. There is a blood drive on November 1, from 3 – 7 pm; the blood mobile will be in the city offices parking lot. Those wishing to give blood can sign up on [www.donortime.com](http://www.donortime.com). There is a large need because of the Delta variant a lot of donations dropped off for the fall when that is usually when it picks up.

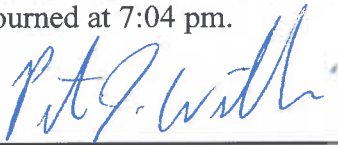
Mr. Maxfield thanked Stebbins High School for their STEM event this past Tuesday. It was a true community event as organizations came from all over. He appreciates everything the organizers did for the event. He would like to maybe combine it with the school down south (Carroll High School) to have them involved as well.


Mayor Williams congratulated Stebbins on a homecoming win.

Mr. Denning stated this Saturday is the lights-on matinee for the haunted house. It is a tour of the haunted house and trail during the day. The fire department will be there to show how the Jaws of Life work for an extraction. The police will also be there with the dog. He may be putting on the bite suit again. It is a community event and kids get to trick or treat with the lights on. It will be noon to 4:00 p.m. on Saturday. He stated the 5<sup>th</sup> grade football team will park cars. The Jaycees donates and they made a two-year commitment. There is a tournament for the 6<sup>th</sup> grade team and they are raising money. Also, pay attention to the construction where gas lines are going on in the old village. A lot of sidewalks are missing. It will make the city a better place with new gas lines and meters moving to outside the homes.

Mayor Williams added that there are a lot of trunk-or-treats going on and council should send information to Katie or the city manager to get it to the residents to show where they are. Trick-or-treat is on Sunday night, October 31, from 6 – 8 pm.

**ADJOURNMENT:** Deputy Mayor Lommatzsch motioned to adjourn. Mr. Denning seconded the motion. All were in favor; none were opposed. **Motion carried.** The meeting adjourned at 7:04 pm.

  
Peter J. Williams, Mayor

  
Clerk of Council